



2021 LEGISLATIVE PRIORITIES



TABLE OF CONTENTS

| | |
|--|-----------|
| City Vision, Principles, and Priorities | 2 |
| Rochester, MN | 3 |
| State | 4 |
| State Bridge Bonding Funding | 4 |
| Willow Creek Trail | 5 |
| Silver Lake Dam Modifications and Improvements | 6 |
| Liquor Licensing – Mayo Civic Center | 7 |
| Parkland Dedication | 8 |
| Affordable Housing | 9 |
| Street Improvement District Authorization | 10 |
| Point Source Implementation Grant (PSIG) Funding for New Phosphorus Limit | 11 |
| Parking Fine Revenue Sharing | 12 |
| Green Energy Code/State Building Code | 13 |
| State Limits on Local Compensation | 14 |
| Federal | 15 |
| Rapid Transit Funding | 15 |
| Build Grant | 16 |
| Lead Hazard Abatement | 17 |
| Our Town Grant – Alley Activation | 17 |
| Other Areas of Support | 18 |

City of Rochester Vision, Principles, and Priorities

Community Vision 2040

Rochester is a city that cares. Where all people are treated with dignity and respect. Where residents, employees, and visitors enjoy high quality of life. Where business and industry thrive, and where the land and environment are renewed and sustained for the benefit of all. It is a welcome and diverse community.

Renowned for its reputation as a center for growth and innovation, its robust economy, and programs and institutions that support life-long learning.

Characterized by its safe and friendly neighborhoods, diverse and affordable housing options for people of all ages and backgrounds, thriving downtown, vibrant public spaces, and easy access to parks and recreation amenities.

Committed to health and wellness for its people, and also of the air, water, and land they depend on for sustenance.

Connected both physically and socially, offering balanced transportation options, well-planned streets, sidewalks, trails, and neighborhoods - and hospitable cultural atmosphere.

Dedicated to the sustainable and responsible use of public resources and provision of quality public services, supporting livability and long-term fiscal health.

Organizational Vision

A vibrant, compassionate, innovative team.

Foundational Principles

- Compassion
- Environmental Stewardship
- Fiscal Responsibility & Sustainability
- Public Safety
- Social Equity

Strategic Priorities

Enhance quality of life

- Increase neighborhood connectivity.
- Increase affordable housing options.
- Maintain and increase neighborhood vitality and livability.
- Secure a funding stream for sustained parks and recreation improvements and community amenities.

Manage growth and development

- Balance downtown/DMC and community-wide development efforts.
- Incorporate P2S infrastructure planning into development decisions.
- Implement the recommendations of P2S, the Parks and Recreation Master Plan, and the Library Strategic Plan.

Foster a team oriented culture

- Use High Performance Organization practices to create operational efficiencies.
- Develop recruitment strategies to diversify and achieve a high-quality workforce.
- Create employee development plans.
- Use technology to share and communicate effectively.

Balance public infrastructure investment

- Improve transportation and related facilities.
- Develop an asset management plan and use life-cycle cost considerations during decision making.
- Develop a policy and practice of assessing new infrastructure investment based on current assets and maintenance costs.



ROCHESTER, MN

BACKGROUND

The city of Rochester is the third largest city in the State of Minnesota with a population of over 119,000 and anticipated to grow by 50% over the next 20 years. It stretches across 55 square miles. Rochester is home to major employers including Mayo Clinic and our strong small business community. Rochester has been recognized as an All-American City, a Gold LEED certified City and is consistently recognized as one of America’s most livable cities. It hosts over 3.3 million visitors each year.

Rochester is a unique place that enjoys a growing and diverse population, a high employment rate, and international connectivity unlike other Midwestern communities of a similar size. As home to the Mayo Clinic, Rochester competes with cities across the nation and around the world for the best and the brightest minds in health and technology.

City residents overwhelmingly believe Rochester offers them a high quality of life, providing arts and entertainment typically found only in larger cities along with an accessible parks and trails system that contributes to community identity and livability.

CITY OF FINANCIAL DISTINCTION

The City of Rochester has a AAA Rating

Rochester received a Certificate of Achievement for Excellence in Financial Reporting for almost 50 years, the longest in the state of Minnesota.

2018 COMMUNITY SURVEY RESULTS



STATE BRIDGE BONDING FUNDING

Issue

Under Minnesota State Statute 174.50, the Local Bridge Replacement Program provides local agencies transportation funding for the reconstruction, rehabilitation or removal of bridges or structures in their local road system through general obligation state bond funds.

Problem

Bridge maintenance and replacement costs are heavily outpacing the bonding dollars that have been passed by the legislature. In addition, the funds available for the program vary with each legislative appropriation. In 2011, 2013, and 2016, the legislature did not provide any funding.

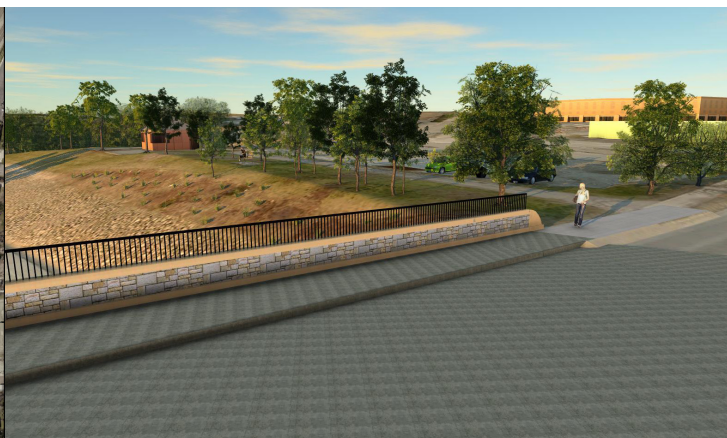
A critical finding was recently discovered for the Elton Hills Drive Bridge (#55514), and two lanes of traffic were closed to better determine the corrective action. This bridge requires a full replacement project, and necessitates that the City apply for State Bridge Bonding (SBB) dollars. The cost of replacement is \$3.7M, and the City has secured \$1.41M in federal funding toward the project. The remaining \$2.29M is requested from the Local Bridge Replacement Program. Due to the similar age of other bridges in the community, an increased need for bridge repairs and replacements is anticipated. In order to address the necessary work for these other projects, there needs to be consistent and adequate funding.

Solution

The City requests support for additional funding for the Local Bridge Replacement Program.

Impact

Bridges connect workers to jobs, people to necessary services, and provide critical access between different cities and regions. Allowing bridges to continue in states of disrepair will result in complications for safety, mobility, and economic activity in the City of Rochester and the State of Minnesota. Support for an increase in funding for the Local Bridge Replacement Program will ensure that these necessary benefits are maintained.



A rendering of the street view from the bridge as rebuilt.

WILLOW CREEK TRAIL

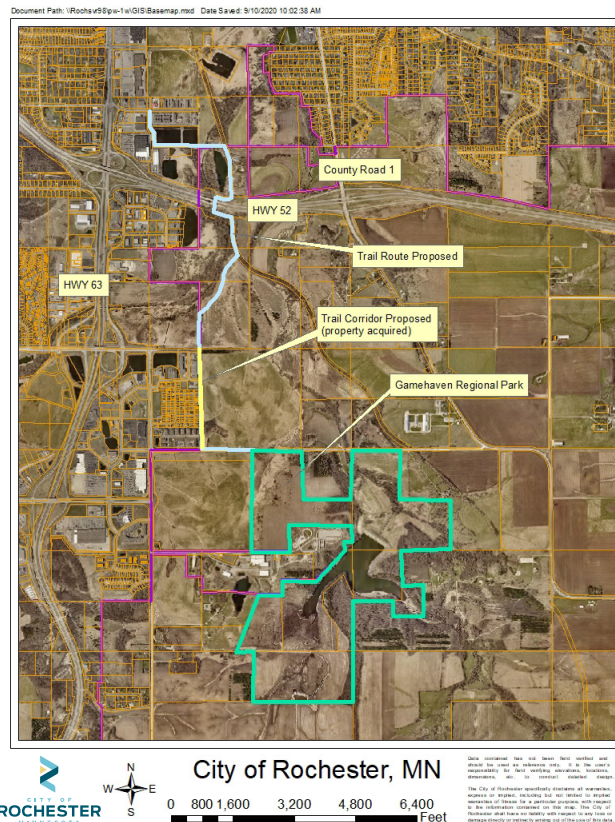
Funding Request

This project request is for \$1.5 million in Capital Investment which equals half of the estimated total cost to support the connection of important regional facilities to the City's existing trail network and to provide connectivity to 1041 households within half a mile and 2716 households within a mile. This would also provide linkage to the Bluestem Regional Trail being developed to the south. It is estimated that construction on the 2.5 mile trail would be complete by summer of 2025, if bonding is approved in 2021.

Background

The City of Rochester has a well-developed network of river trails consisting of approximately 40 miles of paved multi-use trails along the rivers and creeks that bisect the city, providing most areas of the city with an interconnected network of off-road, multi-use pedestrian and bicycle paths. However, the southern quadrant of the City of Rochester, referred to as the Willow Creek area, is not currently connected to the River Trails network due to a barrier effect created by US Highway 52, which effectively isolates Willow Creek neighborhoods from other neighborhoods and the existing trail network. This same isolation impacts the state designated 460 acre Gamehaven Regional Park and the connection between the path and trail network in Willow Creek to the larger city network of trails.

The project would create a crossing under US 52 that would provide a connection between the path and trail network in Willow Creek to the larger city network of trails. Additionally, this trail connection would serve as a first leg to connect to the Bluestem Trail linking to Stewartville, MN. The proposed alignment of the Willow Creek trail would generally follow the historic alignment of the Winona and Western Railroad (long abandoned) between Rochester and Stewartville. However, there are several routes available that are subject to the availability of land rights. Depending on the final route, the project includes property/easement acquisition, ½ mile of trail rehabilitation, creek crossings, approximately 2.5 miles of trail construction, installation of trail amenities like wayfinding and rest areas, and a trailhead located at Gamehaven Regional Park. The project would provide potential benefits to the long term development of the State Trail System including the Bluestem Trail and would also help meet goals outlined in the Bicycle Master Plan and Comprehensive Plan.



SILVER LAKE DAM MODIFICATIONS AND IMPROVEMENT

Funding Request

The project request is for \$13.4 million in Capital Investment for improvements to the Silver Lake Dam area that includes removing the dam, restoring the river channel for recreational navigation, dredging Silver Lake, and installing pedestrian features. The request contemplates \$5 million for the dredging and \$8.4 million for the dam and pedestrian improvements. The City of Rochester plans to cover \$6.7 million in costs and seeks \$6.7 million in funding from the State of Minnesota.

Project Funding Details:

| | |
|--------------------------|------------------------------|
| Bridge \$2.189 million | Dam Removal \$4.070 million |
| Sediment \$5.180 million | Trail (full) \$1.900 million |

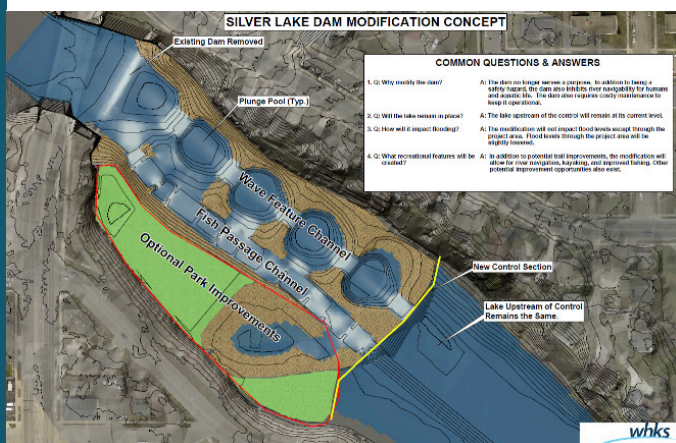
Total: \$13.339 Million

Background

Silver Lake was last dredged 25 years ago and is scheduled to undergo this extensive process again in 2021 or 2022 as part of routine flood control maintenance. In order to maintain the hydraulic profile of the channel and the effectiveness of the flood control system, 200,000 Cubic Yards of material will be removed and deposited at a reservoir site 8 miles west of Rochester. To leverage the attention focused on the area, the City has identified further improvements that could be done subsequent to the dredging project. **It is much more cost effective to do these improvements while the dredging is occurring.**

Among these improvements would be the removal of the Silver Lake Dam. Built in 1937, the structure no longer serves its original purpose and has proven costly to maintain over the years. The proposed project would reduce the risk of dam failure and eliminate the spillway drowning hazard. Roughly 400 feet of lake would be modified into a channel of cascading pools to maintain the lake's depth while also maintaining major flood elevations and allowing Silver Lake to remain in place just upstream. The modifications would allow fish and aquatic animals to move freely about the waterway while opening it up for recreational uses like canoeing and kayaking.

In addition to the dam, the proposal incorporates pedestrian features including a bridge and pedestrian trail. The dam removal project would allow the embankments to be prepared for the installation of a pedestrian bridge to serve as a wider and safer bike and pedestrian alternative to the narrow crossing at Broadway Avenue. Modifications would also make way for improvements to the North Side Pedestrian Trail that would address a current gap in the trail network.



STREAMLINE AND MODERNIZE LIQUOR LICENSING AT MAYO CIVIC CENTER

Issue

Recent efforts to streamline operations at the Mayo Civic Center/Civic Theater/Rochester Art Center have illuminated an area of efficiency and ease for customers interested in using a venue in this publicly owned facility.

Problem

Per Minn. Stat. § 340A.410, subd. 7, the premises of liquor license holder[s] must be contiguous and compact. The property of Mayo Civic Center property (30 Civic Center Dr SE, Rochester, MN 55904) does not meet these state requirements and therefore requires users to navigate complex systems when looking to utilize the space for events and conferences.

Solutions

A special provision and law change specific to the Mayo Civic Center property (30 Civic Center Dr SE, Rochester, MN 55904) that would either have multiple liquor vendors under it or one sole entity who is able to serve throughout the space even if there are portions that are non- contiguous.

Impact

This will allow customers who are seeking to rent space at the Mayo Civic Center/Civic Theater/Rochester Art Center to have a more streamlined, efficient experience, thereby increasing customer satisfaction, recruitment and retaining of new and returning events to the space.



PARKLAND DEDICATION

Issue

Currently, new residential development results in only partial provision of public park spaces in the community. Current enabling legislation allows the municipality to require dedication only if the property is 'subdivided.' Minneapolis and St. Paul have received special legislation that allows their municipalities to require parkland dedication when most development occurs. This authorization was handed down due to the amount of development/redevelopment of existing parcels in the Twin Cities that does not require subdivision of the property but still generates need and impact for the park system. Rochester is in a similar situation.

Problem

Rochester is experiencing redevelopment/development challenges similar to those of Minneapolis and St Paul whereby we are anticipating 10,000 new residential units over the next 20 years along with multiple types of commercial & retail development in the downtown core. If legislation allowing a modification to the enabling legislation is not provided, the development of these properties will not be making contributions toward the public park spaces they will be demanding the city provide. Examples of this would be the recently completed Riverwalk Apartments that created 152 residential units where 3 homes once stood or the 324 Apartments that created 50 units on a small 8000 square foot commercial lot, both in the downtown area. These types of projects greatly increase the need for parkland without providing any associated funding to support their resident's desires. Even with a nominal per unit park dedication charge similar to what the metro area charges the funding provided would be a step towards enhancing existing older parks and trails serving these community members.

Solutions

The primary option to address this challenge is to enact special legislation, like Minneapolis and St. Paul did, to allow other cities of the first class like Rochester to enact parkland dedication requirements for any development without the requirement for 'subdivision' of property.

Impact

The purpose of this legislation is twofold. First, this is intended to equalize the terms of development across the entire spectrum of properties in the community. Secondly, it aims to provide adequate parkland improvements serving the downtown area.



AFFORDABLE HOUSING

Issue

A recent Maxfield Housing Study of the City of Rochester and Olmsted County demonstrated a need for over 18,000 housing units through 2030, including over 5,400 senior housing units, over 5,000 rental units (including market rate, naturally occurring affordable, and subsidized), and over 5,600 new and existing single-family homes.

Problem

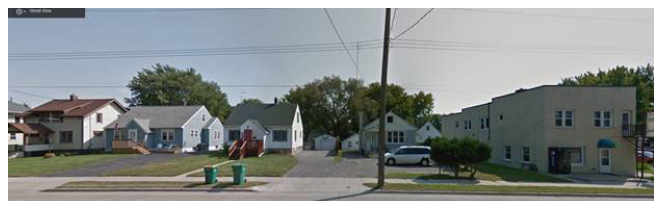
Approximately one-third of Rochester's households have a need for affordable housing. While different measures might be used to define affordability, the general definition most often used is that housing costing more than 30% of a household's income is not affordable. The greatest need is for housing options at 30-55% Area Median Income (AMI), housing options at 70-90% AMI level are also needed to address majority of new job growth in construction, education and health care sectors.

Solutions

- Support for increased state funding for housing infrastructure bonds (HIBs) and general obligation bonds, as well as sources for public housing rehabilitation, to help address the immediate and growing need for affordable housing.
- Policies that will prevent and reduce evictions and increased notices of, and protections for, those being displaced especially during the harsh and potentially dangerous winter weather months.
- Support energy efficient new affordable housing, as it will benefit struggling residents by lowering monthly costs and the possibility that costs of poorly constructed buildings are shifted onto its residents, in addition to aiding our move to a zero carbon community.
- Support programs and funding for the preservation of current housing stock, including reenacting the "This Old House" program, increased access to home ownership and tenant protections.
- Funding the Greater Minnesota Housing Naturally Occurring Affordable Housing (NOAH) Fund.

Impact

These solutions will help implement the findings from the 2020 Affordable Housing Study, including near-term and long-term Affordable Housing Policy Recommendations, to support the creation and retention of affordable housing in Rochester.



STREET IMPROVEMENT DISTRICT AUTHORIZATION



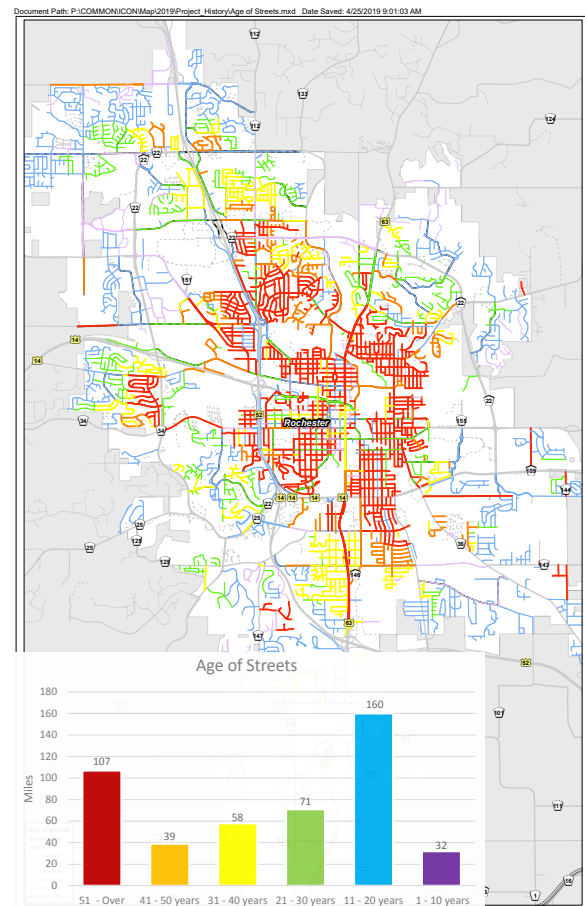
Issue

Similar to other cities in Minnesota, Rochester will face major financial constraints in the future due to the cost of maintaining and repairing the city's network of streets. Currently, there are over 100 miles of streets that are at least 51 years or older. This presents a looming financial challenge for the city of Rochester. There is currently \$9 million of annual funding for preserving, rehabilitating, and construction/reconstruction. However, Rochester is still facing an annual shortfall of \$23 million to adequately address current and future needs for the city for the next 50 years.

Problem

Utilizing traditional methods such as the tax levy would place a heavy burden on the citizens of Rochester. Including the \$14 million in the city's levy, would result in a 18% increase in the tax levy. Adding an additional \$1 million every year would, in time, increase taxes for property owners by 1.3% in addition to the normal operating levy increases, but take 14 years to get to needed street funding levels. The City needs to diversify its revenue sources with an alternative method to defray the costs of street improvements.

Utilizing traditional methods such as the tax levy would place a heavy burden on the citizens of Rochester. Including the \$23 million would result in a 40% increase in the tax levy. Growing to this \$23 million over time by adding an additional \$1 million every year would, in time, increase the city levy by 1.8% for residential properties and 1.75% for commercial. The City needs to diversify its revenue sources with an alternative method to defray the costs of street improvements.



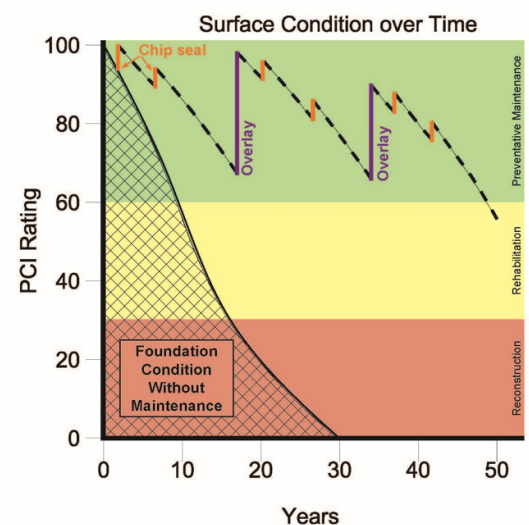
Solutions

A bill is enacted to create a street improvement district specifically for the City of Rochester, cities of the First Class, or all cities in Minnesota. In general, the goal of the legislation would be to:

- Create a fee that is collected on all parcels at a monthly rate and on a uniform basis.
- Place revenues in a separate account and only use funds for street maintenance projects, for reconstruction or to provide preventative maintenance to extend the road's life cycle.
- Allow the City to transition away from assessments that can inequitably impact a property owner based on the timing of property ownership. In addition, the greatest street reconstruction needs in residential areas are often going to be in areas that will have the greatest challenge in paying the assessment. For businesses, assessments represent a significant financial commitment while they are simultaneously navigating impacts from construction.

Impact

Enacting a street improvement district will allow the City to have a long term financial plan which addresses the growing infrastructure needs, lowers the financial investment needed over time and begins to address a significant unfunded future liability.



POINT SOURCE IMPLEMENTATION GRANT (PSIG) FUNDING FOR NEW PHOSPHORUS LIMIT

Issue

The State of Minnesota's new regulations for lake and river eutrophication standards require the City of Rochester to have a more stringent phosphorus limitation on wastewater treatment plant discharge (less than 1 mg/l). This will require different treatment technology than is currently at the Water Reclamation plant. The Point Source Implementation Grant (PSIG) is a program that provides local governments 80% grant funding up to \$7 million to help fund some of the costs to meet these new requirements.

Problem

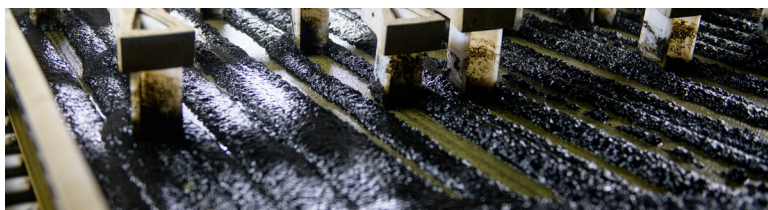
To ensure that the City of Rochester is able to access these PSIG funds in the future, it is important need to make certain that the Public Funding Authority (PFA) bonding request and final legislative appropriation is enough money to support the requests coming from local government for this grant money. Rochester has requested PSIG funds and is on the project waiting list.

Solution

Support a Public Facilities Authority (PFA) request for Point Source Implementation Grant (PSIG) of at least \$75 million.

Impact

The MPCA recently changed the regulation on phosphorous limits for surface water. Increasing Rochester's chance to receive PSIG funding will support construction and work on current wastewater and storm water treatment facilities to meet these standards and improvement the water quality in Rochester. Without this PSIG funding, the City of Rochester would pay an additional \$7 million to upgrade the Water Reclamation to assure that the new lake and river regulations are met.



PARKING FINE REVENUE SHARING

Issue

As part of the State government's efforts to raise revenues without resorting to tax increases, the State government enacted a \$3 parking ticket tax in July of 2003, followed by the enactment of an additional \$1 parking ticket tax in July of 2006. The amount charged for a Rochester parking ticket was \$9, with \$5 going to the City of Rochester and \$4 going to the State. In 2009, the State legislature passed an Omnibus Public Safety Appropriations Bill, which increased the state imposed parking ticket revenue from \$4 to \$12.

Problem

The City issued 24,533 parking tickets in 2019 and was required to pay \$294,396 to the state for the surcharge. As it currently stands, the City's ability to adjust the parking fee for the purpose of covering the cost of enforcement, as well as collection and enhancing the revenues, is hindered by this substantial surcharge.

Solution

Eliminate the State surcharge on parking tickets.

Impact

The main purpose of the City's parking ticket charge is to ensure there is adequate turnover in the parking meters to provide spaces for individuals who come into the downtown area for shopping, eating, or entertainment. The State's surcharge does not contribute operationally to the management and implementation of the program.

| PARKING VIOLATION | | | |
|--|------------------|------------|------------|
| CITY OF ROCHESTER STATE OF MINNESOTA | | | |
| PARKING CITATION | | | |
| Issue No. | Issue Date | Issue Time | |
| Agency | GEO Code | | |
| Location | Meter Number | | |
| Violation | | | |
| Ordinance: 11-6-34(b)(2) | | | |
| EXPIRED METER | | | |
| Due Now | After 11/28/2020 | 12/08/2020 | 12/18/2020 |
| \$20.00 | \$25.00 | \$30.00 | \$45.00 |
| Vehicle | | | |
| License | State | Plate Type | |
| | | Make | |
| Body Type | Color | | |
| Remarks | | | |
| Officer Shield: Officer Name: | | | |
| All tickets include a \$12.00 surcharge required by the State of Minnesota | | | |
| Pay on-line at www.rochestermn.gov/parkinginformation or see reverse side for payment instructions | | | |



GREEN ENERGY CODE / STATE BUILDING CODE

Issue

Buildings consume large amounts of energy and are a leading contributor to greenhouse gas emissions. In 2017, Minnesota's building sector made up 40.6% of the total energy consumed in the state, 19.5% of which was from within the commercial buildings sector, including high-rise multifamily buildings. Cities, including Rochester, need the authority to require new and renovated commercial buildings be designed and constructed with the modern, more durable building solutions that are currently available.

Problem

Increasing building efficiency is one of the most impactful ways state and local governments can improve the comfort and health of residents, reduce costs for building owners, and make progress toward climate goals. Currently, state law prohibits cities from deviating from the state energy code. This delay in updating the standards for buildings does not further goals around emissions reductions. Further, tools like these are listed in Rochester's Energy Action Plan as opportunities to help the City realize its City Council adopted environmental goals.

Solution

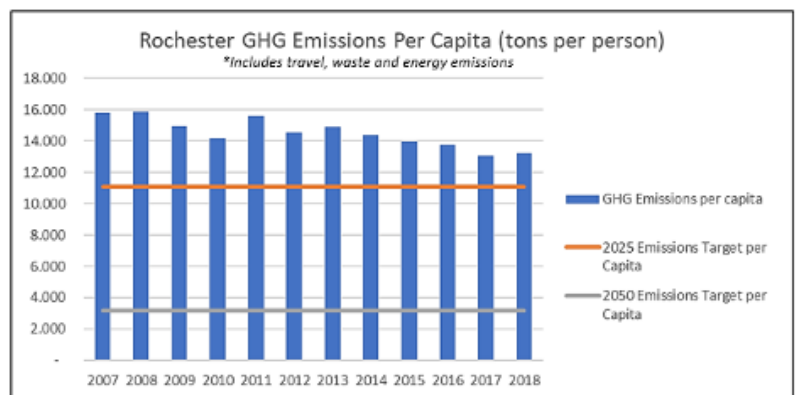
Support legislation that would enable local entities to adopt higher commercial building energy standards that would result in lower energy costs while reducing air pollution and contributions to global climate change. For example, legislative authority that would allow Minnesota cities to opt-in to the International Green Construction Code which lays out comprehensive sustainability measures for entire construction projects. Additionally, ability for cities to adopt the State of Minnesota SB 2030 Energy Standard in order to curb the energy use and carbon emissions of local buildings would be helpful (SB 2030 must be met by all projects receiving general obligation bond funding from the State of Minnesota, however it can also be voluntarily applied to any new or renovated building during the design phase).

As supported by the League of MN Cities and other cities around the state, the City of Rochester supports legislation that gives municipalities the authority to voluntarily adopt a uniform advanced energy building standard beyond the base statewide commercial code for the construction, reconstruction, and alteration of public and private commercial and multifamily buildings.



Impact

Buildings must become more efficient if the State's carbon-reduction goals are to be reached. The State is currently not on track to meet its statutory greenhouse gas reduction goals of 30% reduction from 2005 levels by 2025 and 80% reduction by 2050. Likewise, Rochester is also not on track to meet its goals included in the City Council adopted Energy Action Plan.



STATE LIMITS ON LOCAL COMPENSATION

Issue

Minnesota statute 43A.17 limits the amount of compensation statutory and home rule charter cities may pay employees. The limitation does not allow employee salaries to exceed 110 percent of the governor's salary.

Problem

This wage cap exists in Minnesota, and not in other states which border Rochester and pay considerably higher wages to their executive-level employees as does the school system (which is exempt from this statute) and other large employers. This salary compensation cap has proven to have a negative impact on employee retention and recruitment. It also compresses the wage scale throughout a local government organization—for example, making it challenging for local governments to hire highly technically-trained professional positions that compete with comparable private sector positions.

Solution

Consistent with policy language adopted by the League of Minnesota Cities (LMC) and MN Municipal Utilities Association (MMUA), remove the salary limitation so that Minnesota may pay their executive-level professionals market competitive wages. Allow local elected officials to determine employee compensation.

Impact

The City of Rochester, including Rochester Public Utilities (RPU) wishes to retain existing talent and wishes to offer more competitive salary packages similar to those provided to local government professionals in bordering states within the same-sized jurisdiction.



Federal Legislative Priorities 2021

RAPID TRANSIT FUNDING

Overview

The Rochester Rapid Transit Project is a proposed 2.6-mile bus rapid transit (BRT) route along 2nd Street SW that will connect downtown Rochester, the Mayo Civic Center, Mayo Clinic campuses, and the Rochester-Olmsted Government Center. This project is the first in a series of planned investments in transit that will provide fast, frequent service across the City of Rochester. The development of BRT will support the City of Rochester and Destination Medical Center district transportation, economic development, and livability goals and substantially increase public transportation use in downtown Rochester.

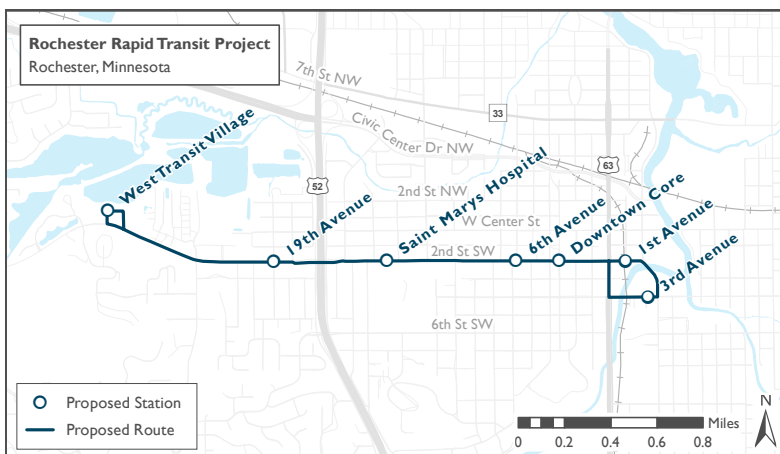


2nd Street SW and 6th Avenue — View Looking East BRT CONCEPT
Rochester Downtown Circulator DRAFT — FOR ILLUSTRATIVE PURPOSES ONLY

Downtown Rochester is expected to grow significantly in the next 20 years, with an expected 65 percent increase in employment and 30 percent growth in population, resulting in a corresponding increase in downtown trips. Trips downtown are currently made primarily by private vehicle, and if this pattern continues, people traveling on 2nd Street SW will experience significant delays as a result of traffic congestion. This project plays a critical role in the City of Rochester's goal to increase the proportion of trips made by transit from 10 to 30 percent by 2040.

Project Amount

The current cost estimate is \$114 million with 49% (\$55.8 million) being requested from the Federal Transit Administration's (FTA) Capital Investment Grants (CIG) Small Starts program. The estimated annual operating cost is \$2.8 million



BUILD GRANT – NORTH BROADWAY RECONSTRUCTION

Overview

The City of Rochester, MN, seeks \$7 million in U.S. Department of Transportation (DOT) Better Utilizing Infrastructure to Leverage Development (BUILD) grant program funding to support the \$20.993 million North Broadway Reconstruction Project. The project will transform the aging North Broadway Avenue corridor into a vibrant, multi-modal gateway to downtown Rochester, the home of the world-renowned Mayo Clinic (#1 ranked hospital by US New & World Report) and the new Destination Medical Center (DMC) Development District.

North Broadway represents the northern gateway into the downtown area and the DMC, which for thousands of international patients of Mayo Clinic and their families might be their first glimpses into our country. However, current conditions along North Broadway are unfit for a gateway into America's top medical center and for a key thoroughfare for Rochester community members.

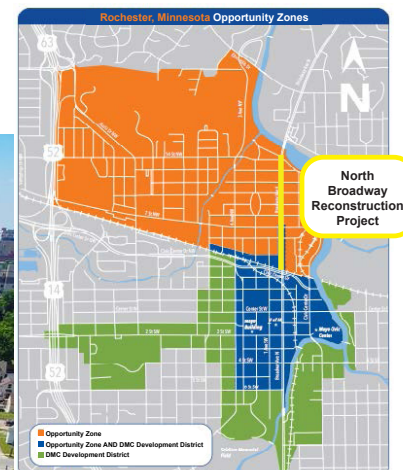
The pavement is deteriorating, sanitary sewer and watermain utilities are aging, access to transit is limited, pedestrian/bicycle facilities are lacking and unsafe, and the area lacks a sense of place. The proposed North Broadway Reconstruction Project, which is the result of extensive community engagement and planning processes, includes the reconstruction of North Broadway Avenue from Civic Center Drive to 13th Street NW. The project will:

- Provide pedestrian enhancements,
- Establish protected bike lanes,
- Construct enhanced bus stop facilities,
- Replace failing pavement,
- Upgrade existing signal systems,
- Update sewer and watermain utilities,
- Add landscaped medians and boulevards,
- Replace the street lighting system, and
- Incorporate public art into the corridor.

The project will improve safety for pedestrians and bicyclists, improve access to transit for residents and visitors, enhance mobility for all users, and establish a visual identity for Broadway Avenue as a gateway to downtown and the DMC. These upgrades will help advance economic development in the planned DMC Development District, which will generate job growth and enhance quality of life. Further, the North Broadway Reconstruction project will advance economic development in Rochester's two federally designated Opportunity Zones. Fixing failing infrastructure and enhancing the visual identity of North Broadway will help attract Opportunity Fund investment in Rochester's priority projects.

Overview

\$7 million requested for a \$21 million project (local contribution of \$14M).



LEAD HAZARD ABATEMENT

Overview

The high presence of older homes that were once painted with lead-based paints, without the economic resources to maintain or rehabilitate housing, has led to rates of elevated blood lead levels in towns from Albert Lea to Zumbrota that are higher than the state average. Rochester, as the largest City in Southeast Minnesota, is central to the implementation of this regional effort, including in its two HUD High impact Neighborhood census tracts and two qualified federal Opportunity Zones. Rochester has established itself as a City of Compassion, the first Intercultural City in the US, and the home to the #1 medical facility in the United States, Mayo Clinic. Working in partnership with Mayo Clinic, the State of Minnesota and our partners at Destination Medical Center, Rochester aims to become the Global City for Health. The core of this vision is to ensure health equity for our most fragile and marginalized populations, particularly families in poverty. We recognize that our ability to influence health equity extends to the entire southeast MN region and allows us to leverage our unique partnership with agencies such as Rochester Area Builders (RAB), to help achieve lead hazard reduction in the SE MN region. Together with Rochester, RAB has agreed to be a leading resource for all the communities identified in this application and to help identify and train contractors on lead abatement. The Minnesota Department of Health (MDH) proposes to partner with the City of Rochester and local community action and housing redevelopment agencies currently serving the region with programs such as weatherization, housing rehabilitation loans for low-income families, and housing redevelopment.



Project Amount

Funding for 2020 was secured in partnership with the State of Minnesota. We will be evaluating continued partnership with the State or the option of submitting an independent application in 2021.

OUR TOWN GRANT – ALLEY ACTIVATION

Overview

Funding to support the "Art of Health" multi-sensory art installation and alley activation project in Rochester, Minnesota ("America's City for Health"). Local artist Eric Anderson will create and install a permanent outdoor exhibit ("The ARTeRy") in the downtown Heart of the City (an Opportunity Zone) that indicates in real-time – through lights, water features, etc. – the profound moments of hope and healing taking place at the Mayo Clinic – when a baby is born, a patient receives a life-saving organ transplant, the completion of radiation treatments, or a cancer-free pathology report. Alleys (or "veins") connecting to the Heart of the City will also be transformed and activated with murals, artistic lighting designed by Rafael Lozano-Hemmer, and other art features to reclaim underused public spaces, provide places for festivals and cultural activities, and improve downtown accessibility.

Project Amount

Grant funding request: \$75,000 (Total project cost: \$3 million)

OTHER AREAS OF SUPPORT

The City of Rochester supports:



The legislative platforms adopted by the **League of Minnesota Cities**, to the extent they do not conflict with the City's Legislative Priorities, or related Council action, including:

- o **Protecting local government aid (LGA)** funding
- o The potential use of **Special Service Districts (SSDs)** for mixed-use districts that include residential and commercial/industrial properties.
- o Alternatives to print **newspaper publication requirements**
- o Continuation of **pandemic flexibility around liquor licensing** of non-contiguous spaces (Minn. Stat. §340A.410, subd 7).
- o **Protecting local authority related to development fees**, zoning, and planning
- o Efforts around **racial equity** in Minnesota
- o **PERA disability presumption** and health insurance costs
- o Updates to the **arbitration process**



Support MN Municipal Utilities Association (MMUA) efforts to modernize the **Conservation Improvement Program (CIP)** to allow us to incent technologies that reduce overall energy use and carbon through efficient electrification.



Legislative authority to advance **Public Private Partnerships (P3)**.



Incentives to **encourage reinvestment in historic properties** through tools such as the Mills Act in California where local governments can create programs that limit property tax increases when qualified investments are made.



Targeted funding for temporary homeless sheltering, warming houses and other support, including increased mental health and chemical dependency treatment programs to reduce future growth in homelessness and to protect our residents struggling with these issues. This include support for the Emergency Services Grant Program (ESP).



Assistance with managing additional PFAS requirements in wastewater with potential funding for measuring and/or banning PFAS materials at the source.



Supports the State Legislature **banning the practice of conversion therapy** in the state of Minnesota.



The evaluation of Minnesota Rules to allow **flexibility for School Districts** to design schools on **smaller sites in urban areas**.



The City of Rochester supports **additional state and federal funding** and policies that will assist in **economic recovery and growth for local governments, small businesses, and nonprofits**.



Updating Minnesota Statute to align with new federal interpretation by the **Federal Transit Administration (FTA)** to allow for **small commercial/retail at transit stops**.

2021 Mayor and City Council Members



Mayor Kim Norton



Brooke Carlson
City Council President



Patrick Keane
City Council Member
1st Ward



Mark Bransford
City Council Member
2nd Ward



Nick Campion
City Council Member
3rd Ward



Kelly Rae Kirkpatrick
City Council Member
4th Ward



Shaun C. Palmer
City Council Member
5th Ward



Molly Dennis
City Council Member
6th Ward

Questions?

Contact Heather Corcoran, Legislative Policy Analyst
hcorcoran@rochestermn.gov 507-269-9893



City of Rochester
201 4th Street SE
Rochester, MN 55904